

Late News and Developments in the World of Automobiling

Motor Trucks Will Save Transportation Situation

Development of Hauls of Varying Length Has Been Rapid and Has Solved Many Problems for the Consumer

In the spectacular and emergency service of the war the motor truck played a big and impressive part. Not alone overseas, in bringing supplies, ammunition and troops to the battle-front, and as ambulances carrying away the wounded, did the motor truck perform a wonderful service. Here at home, too, the work of helping to win the war was materially aided by the commercial vehicle in an enormous variety of ways.

Right now, in the less exciting moments of peace times, the motor truck is proving its worth. There is not a line of industry to-day in which the commercial vehicle cannot be of service. And the opportunities for this service are growing every day, expanding until the market for the motor truck is bound to be nearly as limitless as that for the passenger car. The desire to own an automobile is practically universal.

The approach of a transportation crisis, such as is threatened right now, because of strikes among railroad workers, serves only to emphasize what service the motor truck can and will render. The commercial vehicle has been proved out on the long haul, as well as on the short one. Express routes, covering all sorts of distances, have been established. They cover distances all the way from Akron to Boston, for instance, and the hauls from Philadelphia to New York, Boston to New York, Chicago to Milwaukee, and express routes of various kinds extending radically out from the main cities of the country are now well established.

If there comes a breakdown of rail transportation because of labor conditions the motor truck will be able to take a major part of the burden and get away with it very successfully. In fact, when the congestion of railroad traffic was most intense in war time it was the motor truck which drew off a large amount of the tonnage to be carried and made it possible for the railroads to restore something of a little more like order and regular freight schedules. The use of the motor truck has been begun, and although there are limits to the length of trips that can be made at a saving over railroads, when the day comes that highways are improved to a greater extent than they are to-day the use of the pneumatic tire motor truck for distance haulage will be considerably expanded.

The whole problem of the cost of living is bound up very closely with the question of transportation. The motor vehicle can get the farmers' produce to the city markets earlier and quicker through the motor truck than is possible with horse transportation or railroads. This saving in time also means the saving in handling, because under the conditions the railway transportation is made use of it is necessary to bring the goods to the loading platform, shift them from the vehicle to the train, and later, at the terminus, unload them into a warehouse or perhaps into a waiting truck. The elimination of two handlings means a saving in money and should mean a proportionate reduction in cost to the consumer. This is true of every sort of farm produce and goods, and should tend to make living cheaper.

The intricacy of hauling of merchandise of all kinds are being accomplished to-day in greater measure than ever by the motor truck. The horse, as inefficient and excessively expensive, is being banished from city streets. Nearly every big business house, wholesale or retail, employs either its own fleet of vehicles or hires such other motor trucks as are necessary. By means of a better developed system of delivery, department stores have been able to keep the cost to the consumer from showing terrific increases. It would be possible to go on and enumerate a great variety of other lines of business in which the truck is proving its worth.

It is The Tribune's intention to give in detail some of the experiences of commercial vehicle users in a variety of lines of business as far as possible reduced to actual figures, so as to show economies and expenditures for commercial vehicle haulage. This series of articles will begin with next Sunday's issue, and should be of keen interest to the users of transportation and haulage vehicles of all sorts.

C. E. T. S.

—the biggest legitimate Quality Tire sale ever conducted in New York City.

40% OFF Knight Tires

Famous for their high quality—known leaders always in the quality class.

2,764 KNIGHT TIRES

All absolutely "fresh stock firsts" bearing factory serial numbers and full manufacturer's guarantee:

Ford Sizes, 7,500 Miles. All Other Sizes, 6,000 Miles

ALL SIZES IN THIS SALE

"Q. D." Clincher, Regular Clincher and Straight Side Beads, in both the Non-Skid and Ribbed Treads.

37x5 Q. D. & S. S.	\$76.80	\$46.08
35x5 " " "	72.25	43.35
36x4 1/2 " " "	63.50	38.10
35x4 1/2 " " "	58.50	35.10
34x4 1/2 " " "	55.20	33.12
33x4 1/2 " " "	53.25	31.95
32x4 1/2 " " "	51.25	30.75
34x4 " " "	47.15	28.29
33x4 " " "	45.50	27.30
32x4 " " "	44.20	26.52
31x4 Clincher " " "	40.55	24.33
32x3 1/2 Q. D. & S. S.	33.60	20.16
30x3 1/2 Clincher " " "	29.40	17.54
33x3 " " "	23.50	14.10

Above prices are based on Non-Skid Tread Tires. The Ribbed (driving) Tread Tires are even less money.

Mail orders solicited, which will receive prompt attention. State clearly your size and type of tread, whether "Q. D." or "S. S." required.

Many "Odd Sizes," such as 36x5 Clincher and several Metric sizes are included in this sale at proportionately low prices.

You may have purchased tires, seconds or medium quality tires, at 40% off list price before, but I know of no sale ever conducted in New York City on a Quality tire such as the Knight Tire, fully guaranteed by the manufacturer, at such savings to you.

I am pleased and proud to be able to offer Knight tires to the public in this sale at these very low prices.

All sales cash. No charge accounts at these prices.

Your size and type of tread will be here if you come early.

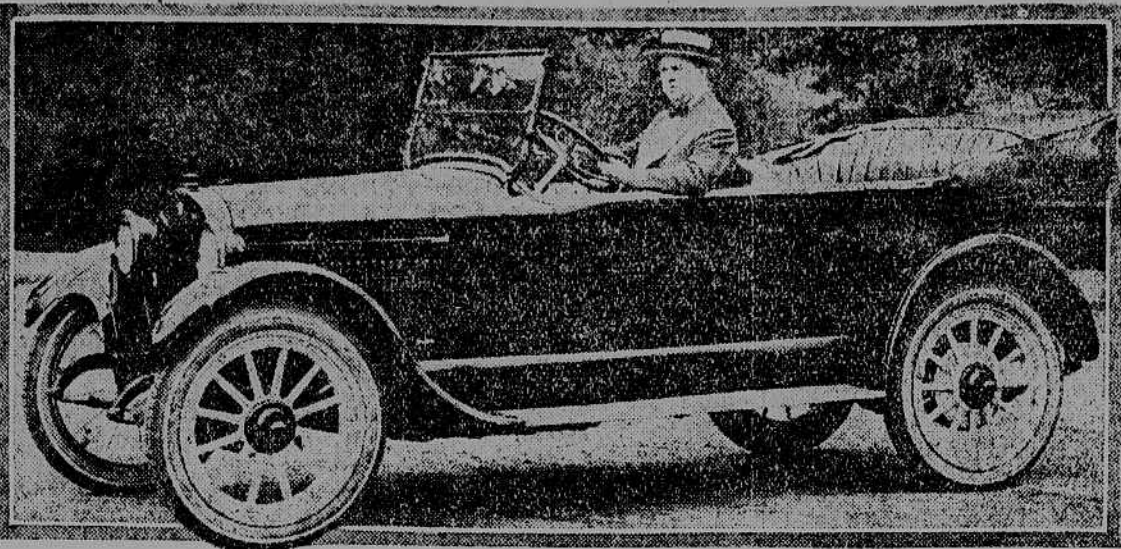
CIRCLE RUBBER TIRE COMPANY

978 Eighth Avenue

(Opposite Reisenweber's) Between 57th and 58th Streets

JOHN A. ACKER N. Y. City

New Lines Mark New Reo Six



The picture gives an idea of the lines of the New Reo Six, just arrived in town. At the wheel is James J. Hunt, manager of the Reo branch.

New 'Cross and Square' Tread Is Reasoned Out

Firestone Man Has It Explained to Him by His Factory

The survivors of a myriad of ideas serve the car owner of to-day. The automobile tire, for instance, has behind it the thoughts of thousands of men, through a score of years, in tropical rubber growing plantation and American manufacturing centers.

The Firestone Company a short time ago began placing an alternate cross and square design on its cord tires. E. P. Jones, who represents the company in this city, learned the why and wherefore of the design at the big factory of the company at Akron recently.

"I found that it takes a great deal of time and thought to originate a real non-skid tread for an automobile tire," said Mr. Jones yesterday. "The design of alternate crosses and squares was adopted by our company only after months of careful investigation, comparison and tests."

"In designing a tread the first aim is to produce a maximum flowing of rubber. Success in this means a corresponding success in the amount of traction obtained. This traction, with due consideration to gasoline conservation, should hold the car to the road. Other things being equal, the more angles, and the more lines of contact there are, the greater is the gripping power. Figures show the cross and square design has more angles than any other tread on the market."

"Wear is also an important consideration. The higher the edge the stronger the bulwark raised against the attack of wear and stress from without. Because of its three projections in every row, from side to side, the cross and square design offers a maximum of wearing surface."

"Everywhere the corner of the square fits into the crotch of the cross. A completely interlocking surface scheme is thus formed. As the two figures are set turn and turn about longitudinally—around the circumference of the tire, and also from side to side across the tread—the result is such a thing as an unopposed line where the tire comes in contact with the road."

"Straight lines and points, as well as concave and convex curves, are presented. This is another characteristic that reduces slipping and facilitates the handling of pleasure car or truck."

"The value of the cross and square design is seen particularly along the edges of the tire. The margin is irregular, because the point of the square and the two 'claws' of the cross are set alternately along the sides. This set alternately along the sides. This is a great help in breaking up strains and absorbing them, obviating a fault in the majority of tread designs."

"Not only along the edges, but also all over the tread, and around the tire the cross and square design distributes vibration. A 'balanced series' of alternate crosses and squares has been attained, resulting in uniform action of the tread rubber and a better distribution of the strains to the carcass of the tire. These things mean better adhesion, longer wear from tread, and extra mileage from the carcass."

Maxwell Triumphs In Canada Climbs

Harry J. De Bear, New York Maxwell-Chalmers manager, just received word that in a drizzling rain and driven by a private owner a Maxwell has captured a coveted prize in Canadian motoring.

Just three weeks before the annual "Ottawa Journal" reliability tour D. E. Grant, an insurance agent, purchased a Maxwell touring car. Despite the newness of his car and the fact that many expert drivers and more powerful cars were entered against him, Mr. Grant challenged every entrant on the tour for hill climbing honors.

On the Lake Placid road, six miles below Malone, he drove his Maxwell over Chas. Falls Hill in fifty-nine and four-fifths seconds, the official perfect score had been previously announced as one minute and fifty-five seconds.

There were twenty-four cars in the contest and at least twenty of them cost more and were larger than the Maxwell.

Dort Branch Opens Its Doors to Public

F. L. Sanford in Charge of New Establishment on Broadway

The new Dort branch, Broadway at Fifty-eighth Street, is now open to the public. F. L. Sanford, well known to the New York trade, has been selected as general manager of the new branch. Mr. Sanford was for several years with the local Studebaker branch and has had a wealth of experience in marketing motor cars in this territory.

The salesroom carries out the Dort color scheme of blue and gray. Tape rugs on a highly polished floor and a

F. L. Sanford



Who manages the newly opened Dort branch in New York.

background of palms and ferns add greatly to the attractiveness of the setting.

Although it is not the usual policy of the Dort Motor Car Company to establish branches, the New York branch is the outgrowth of a peculiar situation, which calls for factory representation in New York. This city, having become a world trade center, the Dort company opened a branch and is now prepared to give to export customers, dealers and Dort owners advantages in service and cooperation that would not be possible under any other plan.

Simultaneously with the opening of the new branch is the establishment of a new service and storage depot at Fifty-fourth Street and River Avenue. This is a large modern, concrete and brick structure, with 10,000 square feet of floor space and a storage capacity of approximately 200 cars. Other stations have been established in the vicinity of the main depot.

The territory to be supplied by the new branch is a large, modern, concrete building, the New York branch, Manhatton, Long Island and parts of Connecticut and New Jersey, together with overseas customers who make the port of New York their headquarters.

Study Instruction Books And Keep Upkeep Down

If automobile owners could realize the full measure of increased efficiency and insurance against trouble, which they could get by intelligent attention, care and adjustment of their cars, as outlined in their instruction books, the cost of motor car upkeep would decrease and their satisfaction increase in direct proportion.

Realizing this condition the Hupmobile Corporation recently emphasized, through personal correspondence with dealers, and through them in turn with owners, the necessity for such care even for the most carefully constructed cars.

Not only does this education have a direct personal benefit, but it creates more satisfactory and intelligent customers for garages and repair shops.

Much Is Owed to Truck Pneumatics

Broader Field of Service Has Been Made Possible by This Type of Tire

The rapid advance of the motor truck into a bigger and broader field of service, following the adaptation of pneumatic tires to this new agent of transportation, has been one of the marvels of this decade. Its great mobility and adaptability to nearly every kind of service have made for it a permanent place in the transportation world.

From its former limitations as to speed and cushioning qualities, the pneumatic cord truck tire has brought the motor truck into a class where its capabilities of making quick deliveries of materials in good condition are determining factors in computing its value.

But without a suitable rim even the pneumatic truck tire could not have brought the motor truck to its present degree of usefulness.

"Most of the pneumatic truck tires used now are modifications of rims that have been used with automobile tires," states James Atkins, rim expert of the Goodyear Tire and Rubber Company. "Present makes," he says, "are somewhat similar, but all are modifications of the first Goodyear detachable rim, which attained widespread favor because of its dependability and the ease with which it permitted tire changes."

"With big pneumatic tires tire changes are not so frequent as with other tires, for the treads are thicker and, therefore, withstand puncture more easily. But when changes are necessary they can be made easily and quickly because of the 'side ring' feature of the detachable rim."

"With the removal of this ring, which is used to hold the detachable part of the straight side rim in place, the tire can easily be slipped off or on as occasion may require. This is a most important feature and one which has been a deciding factor in this rim's success."

"We have been specializing on pneumatic truck tire rims and one of our main lines of business is the repair of pneumatic truck tires to the completeness of our motor truck world is made plain by the fact that 75 per cent of the trucks now leaving the factories on pneumatic truck tires start their careers on Goodyear rims. The side-ring feature has now been adopted on all steel wheels having the base of the rim cast as a part of the wheel."

"On Goodyear rims the side-ring feature is a locking ring feature, now obtainable in all sizes up to 44x10, the truck sizes being 36x6, 38x7, 40x8, 42x9 and 44x10, accommodating all capacities of trucks up to five tons."

REMY SERVICE

New York Branch
239-241 W. 56th St.
Phone Circle 1600

Branch of
United Motors Service
Incorporated
General Offices:
DETROIT, MICHIGAN
Service Department of
REMY ELECTRIC
COMPANY
ANDERSON, IND.

Roadmaking to Run Away Up Into Millions

Country Is Embarked on Greatest Highway Campaign Ever—\$375,000,000 To Be Spent

The United States is in the midst of the greatest highway building campaign in history. The aggregate amount to be expended this year on the highways and roads of the country would duplicate the Panama Canal. The Federal government, states and counties will spend \$375,000,000 in new construction and maintenance of the nation's network of highways.

The amounts to be spent in each state in the Union follow:

Alabama	\$1,000,000	Nebraska	\$1,377,495
Arizona	6,250,000	N. Dakota	1,629,000
Arkansas	4,287,398	New Jersey	4,500,000
California	20,000,000	N. Mexico	4,000,000
Colorado	4,742,000	New York	2,000,000
Connecticut	800,000	N. Carolina	5,000,000
Delaware	825,000	N. Dakota	1,629,000
Florida	8,000,000	Ohio	13,321,500
Georgia	7,500,000	Oklahoma	3,500,000
Idaho	2,100,000	Oregon	8,000,000
Illinois	6,015,304	Pennsylvania	8,750,000
Indiana	2,000,000	Rhode Island	1,500,000
Iowa	29,488,334	S. Dakota	6,757,774
Kansas	8,000,000	Texas	30,430,000
Kentucky	3,000,000	Vermont	1,275,000
Louisiana	2,000,000	Virginia	3,400,000
Maine	1,000,000	Washington	4,500,000
Massachusetts	1,117,800	Wisconsin	3,000,000
Michigan	1,000,000	Wyoming	6,500,000
Minnesota	1,000,000		
Mississippi	1,000,000		
Missouri	6,415,373		
Montana	8,300,000		
Nebraska	2,000,000		

It is roughly estimated that the expenditure for highway improvement is approximately \$3.00 per capita, or, to emphasize this, each man, woman and child in the United States would contribute this much for the building and bettering of roads were taxation apportioned out on an average basis each state would pay \$7,083,333.

The era of good roads, which apparently has been succeeded by the era of good roads construction, for normally the amount spent on roads in the United States is well above \$250,000,000. The brakes were put on the road building program almost to a stop in many localities.

The factors are regarded as largely responsible for this year's great highway expenditures. First, the incentive for states to match Federal aid appropriations; second, the passage of bond issues for road needs in many states; and third, the attention brought by the war to the urgent need of good roads.

Construction in Virginia, the next six years of 3,750 miles of highway at a cost of more than \$60,000,000 has been approved.

Connecticut, Massachusetts, Rhode Island, Vermont and New Hampshire are interested in closing up short gaps on their main highways, otherwise improved for the entire distance.

In New York, too, many projects are being linked up by network of roads already laid out and approved.

A feature will be the completion of the Dixie Highway, by the states co-operating with each other and with the government. In Illinois the highway will be improved in many spots, one of which is over a distance of 545 miles.

Water Pump May Fail; Damage to Engine Results

Therefore, Inspect This Part of the Apparatus Occasionally, Advises Expert, and Avoid Trouble

By Wm. H. Stewart, Jr.
President Stewart Automobile Sales

Inspect the water pump occasionally. If it fails the engine overheats and the cylinders may be scored, damaging the engine. By giving the pump proper attention these troubles may be avoided. If the pump has failed through no fault of your own you may discover it in time and so avoid serious damage.

The first detail of care is to see that it is working properly. The engine must be running to observe this. The water is too low it must be raised. If the pump is working the water will be in motion. If the pump has failed the water will not be moving. On some radiators this test is not possible owing to certain details of construction, so the pump must not be condemned unless this fact is known.

A better test is to hold the hand at the bottom of the radiator. If the bottom is distinctly hot the pump is pulling the water down. If it is cool the water is not circulating and the pump should be examined. Perhaps you will find the timing gear loose on the shaft. When replacing the pump a new gasket will be necessary.

The second detail of care is lubrication, where a grease cup is provided. This is to lubricate the shaft which runs at a high rate of speed. If you have no grease at the time do not use oil as it simply runs into the cooling system and does not stay in the bearing where it is needed. On the contrary, it will interfere with cooling and may help to rot the rubber hose at top and bottom of radiator.

The third detail of care is to repack the stuffing box around the pump shaft after the packing is used up. From time to time this box will leak as the packing wears. It will be sufficient to turn the nut with a wrench and enough to stop the leak, otherwise the shaft will score if the nut is set too tight. Every time it leaks the box is loosened slightly until the packing is all worn out and the threads become loose. The cover must then be removed and new packing inserted. Preferably this should be granitic asbestos. The packing must be packed in layers, and the cover replaced. It should not be necessary to repack for several months.

If the cover of the pump leaks, and the packing wears, it will be necessary to lightening the screws used to snug it. A new gasket must be fitted. The nut may be cut from ordinary wrapping paper. It should follow the outline of the cover and be carefully fastened with shellac to prevent leakage. These are the most important details of care of the pump, which if properly observed will go far to render your cooling system efficient.

Mileage Guarantee Is Index to Mileage Cost

An interesting phase of tire selling was brought out recently in a talk with J. B. Linard, president of the Globe Rubber Tire Manufacturing Company, New York. Mr. Linard stated that although tires in general were sold on a mileage basis, the guarantee at best is no indication of the ultimate cost a mile to the user. Some tires give a good account of themselves, others do not.

He pointed out, for example, that though a Globe fabric tire is sold on an adjustment basis of 6,000 miles this is no indication of what the tire actually gives in service. As a matter of fact no mileage at all ought to be specified, he said, for less than half of one per cent of the users come to the Globe company for adjustment. The mileage mentioned in the guarantee is merely to give the user an idea that his cost per mile should not go above a certain figure.

Knight Tires, Factory Guaranteed, at 40 Off

An unusual tire sale is at present under way at the Circle Rubber Tire Company's headquarters, 478 Eighth Avenue. The tires are of the Knight make, and guaranteed by the manufacturer, are being sold at 40 per cent off the list. The Ford sizes are guaranteed for 7,500 miles, and all other sizes for 6,000.

The number of tires on sale is nearly 3,000, and for a few days at least all sizes and types of bead will be available.

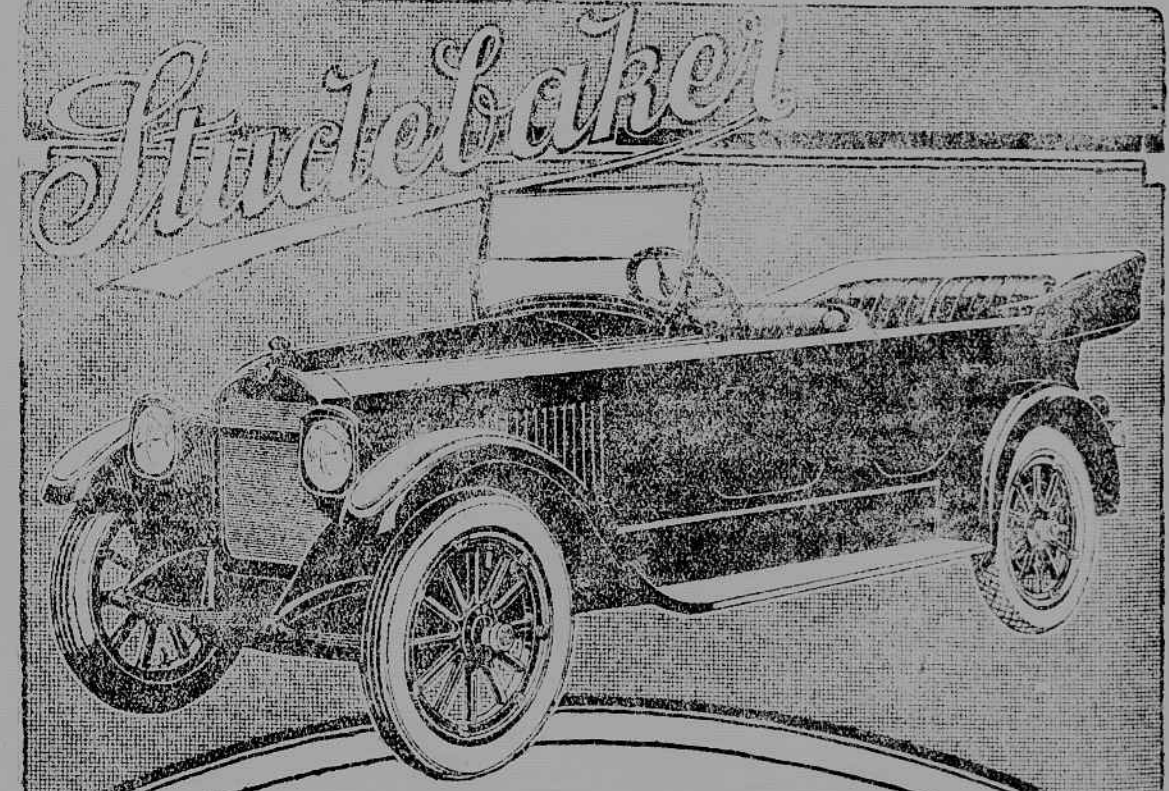
Wintons for Celebrities

Dr. Stanley M. Rinehart, of Baltimore, has purchased a Winton as a gift for his wife, Mary Roberts Rinehart, the writer. Dr. Rinehart has purchased a Winton Six sedan.

From Holland comes the news that her majesty the Queen Mother has ordered the Buick Six Automobile manufactured by her order for a Winton Six limousine.

Perfection Gets Bigger Output

Additional machinery, and more complete than ever before, is being put in place of the Perfection Tire and Rubber Company at Fort Madison, Mo. The company, which have permitted the company materially to increase its production. When improvements are completed the factory will have facilities for turning out 11,000 tires and the same number of tubes daily.



—the most talked of car on Broadway

THE New Studebaker BIG-SIX is probably the most talked-of motor car in America today. And on Broadway, New York's famous automobile row, men praise the unrivaled beauty and mechanical excellence of this car. Scores of enthusiastic owners here in New York attest to its remarkable capabilities—speed, power, comfort and economical operation.

Its construction combines highly-perfected 60-horsepower motor; 126-inch wheelbase of remarkable solidity; hand-buffed genuine leather; silver-faced speedometer and jeweled 8-day clock; glove box in back of front seat; extension tonneau lamp. Cord tires and shock absorbers are standard equipment.

Studebaker has equipped the new Service and Repair Station, 219-23 West 77th Street, with every modern device for the rendering of prompt, efficient service to all Studebaker owners in the metropolitan district. And it is easy to get to—right in the heart of Manhattan.

The Studebaker Corporation of America
Broadway at 56th Street

Service and Repair Station: 219-23 W. 77th Street
"Just off Broadway"

Packard Folks Take the Air at Travers Island



When the Packard people had a little blow-out at Travers Island early last week the occasion was graced by the presence of two of the most prominent of the factory executives. Standing in the foreground and looking the baseball game over is Alvan Macauley, president of the Packard factory, and to his left, in his shirt-sleeves, is R. E. Chamberlain, who manages truck sales.